

SECTION II
NAVIGATION PUBLICATIONS

NM 17/00

SAILING DIRECTIONS CORRECTIONS

PUB 140 1 Ed 1997 LAST NM 7/00

Page 115—Lines 16 to 17/R; read:
also spoken.

Pilotage

Pilotage is compulsory for entering and leaving all Lithuanian ports. Generally, pilots should be ordered through the local agent 12 hours in advance and confirmed 4 hours prior to arrival. Vessels requiring a deep-sea pilot in the Baltic Sea should send a request to Klaipeda (54°44'N., 21°06'E.).

Regulations

Vessels should send their ETA to the local agent 12 days, 96 hours, and 12 hours in advance. Oil, gas, and chemical tankers should send their ETA 14 days, 72 hours, and 12 hours in advance.

Time Zone

(BA NP 287)

17/00

PUB 146 6 Ed 1995 LAST NM 11/00

Page 102—Table titled St. John's Private Berths; replace with below:

St. John's Private Berths

Berth	Length	Depth
12 (Harvey No. 1)	114m	8.0-9.0m
14 (Harvey No. 2)	182m	6.0-7.9m
15 (Harvey No. 3)	88m	7.6m
16 (Harvey No. 4)	145m	7.7-9.8m
22 (Mobil Oil)	153m	7.2-9.6m
23 (Imperial Oil)	145m	8.1-9.1m
24 (Irving Oil)	69m	9.2-9.7m
25 (Marine Institute)	137m	4.9-7.3m
26 (Defence)	61m	5.0-8.2m
27 (Dept. of fisheries)	153m	4.8-6.7m
28 (Ultramar)	69m	5.8-6.4m
29 (Ultramar)	114m	5.1-6.9m
30 (Coast Guard)	99m	4.4-7.5m
31 (Coast Guard)	183m	6.5-7.6m
34 (Newfoundland Dockyard)	86m	4.4-5.9m
35 (Newfoundland Dockyard)	142m	6.2-6.9m
36 (Newfoundland Dockyard)	95m	5.6-6.7m
37 (Newfoundland Dockyard)	114m	4.4-7.4m

(Can NM 2/00, Section 4; US NM 9/00, Section II) 17/00

Page 135—Line 36/R; read:

between **Northern Cat Island** (49°20'N., 53°36'W.) and

(Can NM 2/00, Section 4) 17/00

Page 246—Line 26/R; read:

part of the bay, with shelter from all winds. Anchorage is also available off the mouth of Ship Harbor, on the S side of the entrance to Jeanette Bay, in a depth of 21.5m and 1.6 miles SW of Seal Rocks, in a depth of 20m.

(Can NM 2/00, Section 4) 17/00

Page 246—Line 43/R; read:

N end, and is marked by a light exhibited from a 26m high tower standing 0.5 mile NE of the cape. A steep-to islet lies about 1 mile E of the N end of False Cape.

(Can NM 2/00, Section 4) 17/00

PUB 146 (Continued)

Page 246—Line 55/R; read:
about 2.3 miles SE of Cape Harrison. A radar dome is reported (2000) to stand, at an elevation of 89m, near the N end of the island. A shoal patch, with
(Can NM 2/00, Section 4) 17/00

Page 247—Line 15/L; read:
Cape Harrison is marked by a light. A radio tower, at an elevation of 395m, stands 0.1 mile E of the light.
(Can NM 2/00, Section 4) 17/00

Page 248—Lines 32 to 34/L; read:
Anchorage can also be obtained, in a depth of 40m, about 0.6 mile NE of Smooth Point, the W entrance point of Tuchialik Bay, or in the bay itself, hard white sand, good holding ground.
(Can NM 2/00, Section 4) 17/00

PUB 172 8 Ed 1998 LAST NM 15/00

Page 159—Lines 50 to 58/L; read:
Anchorage.—A designated waiting anchorage has been established within an area as shown on the chart. This anchorage is for vessels awaiting instructions within the territorial waters of the Sultan of Oman and no other anchorage may be used. All vessels using this anchorage must contact Port Sultan Qaboos Port Control and should send their ETA with the following information:
a. Flag or Port of Registry.
b. DWT, grt, nrt, and call sign.
c. Last port of call and next port.
d. If vessel is carrying dangerous or hazardous cargo.
Special regulations are in force for all vessels using the anchorage, and are subject to harbor dues, except for tankers waiting to proceed to the SBM moorings.
There is anchorage for small craft in the S and W parts of Dawhat Matrah, outside of the dredged area and inshore of Lighted Buoys Nos. 3 and 4.
(BA NM 12/00) 17/00

Page 206—Lines 39 to 56/L; read:
There are three SBM tanker loading berths, as shown on the chart, lying about 3 miles offshore NE of Jabal az Zannah. Lights equipped with a fog horn are shown from each SBM. Vessels from 100,000 to 450,000 dwt and from 250m to 377m in length can be accommodated.
Depths at the oil loading berths may be reduced up to 2.5m due to seabed installations.
(BA NM 40/99) 17/00

Page 206—Lines 1 to 7/R; strike out.
(BA NM 40/99) 17/00

PUB 173 6 Ed 2000 LAST NM 10/00

Page 14—Lines 9 to 10/R; read:
Anchorage.—Large vessels may anchor in 15m, mud, about 1.75 miles N of Kalyan Beacon. A better berth is about 2
(BA NM 49/99) 17/00

Page 107—Lines 23 to 25/L; read:
Pilotage.—Pilotage is compulsory for all vessels and is available daily from 0630 to 2200 hours. Pilots board in position 4°10'N 73°32'E. A 3 hour ETA is required.
(BA NM 40/99) 17/00

PUB 192 7 Ed 2000 LAST NM 16/00

Page 119—Line 22/R; read:
contact the vessel on VHF channel 27. This generally
(Neth NM 42/99) 17/00

Page 119—Line 40/R; read:
1. Channel 27 (Traffic Center IJmuiden)—W of
(Neth NM 42/99) 17/00

Page 119—Line 51/R; read:
be sent 3 hours and 1 hour prior to arrival on VHF channel 27.
(Neth NM 42/99) 17/00

Page 160—Line 1/R; read:
1. Cuxhaven Elbe Traffic—Broadcasts every H+35 for the
(BA NM 4/00) 17/00

Page 164—Line 4/L; read:
1. Tankers over 60m in length, or 10m beam, or 3.1m draft
(BA NP 287) 17/00

Page 164—Line 12/L; read:
3. Tows over 55m in length, 10m beam, or 3.1m draft.
(BA NP 287) 17/00

PUB 194 7 Ed 1996 LAST NM 16/00

Page 21—Lines 47 to 48/L; read:
Airport.
1.24 Dragor Havn (55°36'N., 12°41'E.), lying 2
(NIMA) 17/00

Page 21—Lines 25 to 31/R; read:
Caution.—It is reported that the Oresund Link, a tunnel/bridge project crossing The Sound, will be operational in July 2000. An immersed tunnel crosses the Drogden Channel between Kastrup (55°38'N., 12°39'E.) and Saltholm. An elevated bridge spans the Flintrannan Channel between Saltholm and Lernacken (55°34'N., 12°54'E.), on the

PUB 194 (Continued)

Swedish coast. Vessels should navigate with caution in these areas. See paragraph 1.1 for further information.

(BA NP 287) 17/00

Page 31—Lines 39 to 50/R; read:

turning area have been dredged to a depth of 13m. The buoyed channel leading N from the turning basin to Vesthavn and Osthavn is dredged to a depth of 12m for a fairway width of 80m and to a depth of 10m for a fairway width of 100m.

Vesthavn (West Harbor) has three berths with total quayage of about 455m and depths of 6m alongside.

Osthavn (East Harbor) has four berths with total quayage of about 940m and depths of 6 to 10m alongside.

Sydhavn (South Harbor) has a berth, 170m long, with a depth of 8.5m alongside and another, 450m long, with depths of 10 to 12m alongside.

Dokhavn (Dock Harbor) has three berths with total quayage of about 400m and depths of 5 to 10m alongside.

Vessels up to 223m in length and 11.6m draft can be accommodated in the harbor.

It is reported (1999) that a new quay is under construction on the S side of Dokhavn. It will be 320m long with a depth of 13.5m alongside.

(Lloyds Ports) 17/00

Page 32—Lines 3 to 13/L; read:

Asnaesvaerkets Havn (55°40'N., 11°05'E.) lies close S of the main port entrance. It is approached through a channel, 80m wide, with a dredged depth of 13.5m.

The new coal berth has a depth of 13.5m alongside. It can accommodate vessels up to 175,000 dwt, 290m in length, 45m beam, and 13.2m draft.

The oil berth has a depth of 9.5m alongside. It can accommodate vessels up to 300m in length, 50m beam, and 9.2m draft.

The old coal berth has a depth of 9.5m alongside. It can accommodate vessels up to 200m in length, 35m beam, and 9.2m draft.

The ash berth has a depth of 7.7m alongside. It can accommodate vessels up to 120m in length, 20m beam, and 7.2m draft.

The gypsum berth has a depth of 9.5m alongside. It can accommodate vessels up to 200m in length, 20m beam, and 9.2m draft.

(Lloyds Ports) 17/00

Page 108—Lines 55 to 58/L; read:

Pilotage.—Pilotage should be requested at least 3 hours in advance of arriving at Lighted Buoy No. 1, or immediately upon departure from the last port, if the voyage is less than 3 hours. Pilots can be contacted by VHF (Lubeck Pilot) and board about 1.5 miles NE of the harbor entrance.

Vessels 60m or more in length or having a beam of 10m or more passing Lubeck-Gedser Route Lighted Buoy No. 1 must provide their name, beam, grt/nrt, and the position to which pilotage is requested or whether the vessel is exempt from pilotage.

(Ger NM 38/99) 17/00

Page 210—Lines 6 to 11/R; read:

is frequently carried out in the fairway. The channel is reported (1999) to be 110m wide and to have a dredged depth of 12m.

Vessels of unlimited beam may enter the harbor, but are restricted to a maximum length of 200m and a maximum draft of 10.6m. Tankers are

(BA NP 19; Lloyds Ports) 17/00

Page 210—Line 17/R; read:

to 5m can enter the fishing and timber basins.

A ro-ro ferry terminal is situated at the N end of the peninsula which forms the W side of the timber basin. It consists of a finger pier, 250m long, with depths of 9.5 to 10m alongside.

It is reported (1999) that a container terminal is under construction within the port.

(Lloyds Ports) 17/00

Page 211—Lines 45 to 48/L; read:

and may best be seen on the chart.

A prohibited area, the limits of which are shown on the chart, lies centered 5 miles N of Pape and extends up to 3.5 miles seaward from the coast.

It is reported (1999) that an SPM oil-loading facility (Butinge Oil terminal) has been established about 3.5 miles WNW of Sventoji (56°02'N., 21°04'E.). A prohibited area, about 0.5 mile wide, extends ENE between the facility and the shore. A tanker transit lane, about 0.5 mile wide, leads ENE to the facility. It is 8 miles long and marked near the outer end by a lighted buoy. A tanker anchorage area, with depths of 30m, lies close S of the entrance to the transit lane.

(12(67)99 Riga; NIMA) 17/00

COAST PILOT CORRECTIONS

**COAST PILOT 2 30 Ed 1998 Change No. 13
LAST NM 15/00**

Page 123—Paragraph 52, line 3; read:

marked by a lighted gong buoy. A shoal, covered 26 feet, extends ...

(NOS 13237) 17/00

Page 174—Paragraph 201, lines 5 to 7; read:

dredged. In August 1999, a reported depth of 6 feet was available in the entrance channel; thence in 1966, 6 feet in East Creek and 7 feet in Haywater Cove and Broadwater Cove; thence in 1976, 6 feet in Mud Creek. Shoaling ...

(CL 1679/99; NOS 12358) 17/00

Page 184—Paragraph 63; strike out.

(CL 1978/99) 17/00

Page 200—Paragraph 362, line 6; read:

extent with a least depth of 22 feet, is about 1.1 miles north-westward ...

(BP 143181; CL 605/91) 17/00

COAST PILOT 2 (Continued)

Page 200—Paragraph 368, lines 2 to 3; read:
Point Light.

(CL 1728/99; 44/99 CG1)

17/00

Page 200—Paragraph 370, line 2; read:
165.155, chapter 2, for limits and regulations.
(CL 1701/99)

17/00

Page 201—Paragraph 371, line 3 to Paragraph 373; read:
two berths; one on the northeast side and one on the south-
west side. The deck height is 24½ feet. The northeast berth
has depths alongside of 64 feet, and can accommodate tank-
ers up to 225,000 DWT and up to 1,150-foot length, of 62-
foot maximum draft.

The southwest berth has depths alongside of 50 feet, and
can accommodate tankers of up to 42,000 DWT and up to
600-foot length, of 42-foot maximum draft. Barges mooring
in this berth must be at least 220 feet long.

A private fog signal is on the platform. Private lights are
on the northeast and northwest corners, and two lights mark
the center of the platform. Lights are also on each of the dol-
phins.

(CL 1701/99)

17/00

Page 204—Paragraph 30, lines 4 to 9; read:
yards, 8 feet down and 68 feet up; Peck Railroad bridge, bas-
cule, 0.5 mile, 26 feet; Congress Street bridge, bascule, 0.6
mile, 8 feet; highway bridge, bascule, 0.7 mile, 4 feet; high-
way bridge, fixed, 0.9 mile, 13 feet. In April 1999, the fixed
highway bridge was being removed. (See **117.1** ...

(36/99 CG1; CL 1336/99; CL 213/99; CL 1320/98) 17/00

Page 228—Paragraph 359, lines 2 to 9; read:
Glenwood Landing, leads alongside Glenwood Landing to
South Glenwood Landing at Motts Cove. In 1991, the con-
trolling depth in the dredged channel was 7 feet. A natural
channel continues south through extensive flats for about 0.5
mile with a depth of about 5 feet. Local knowledge is
advised.

(H 10347; NOS 12366; BPs 143795-800)

17/00

Page 239—Paragraph 53, lines 4 to 7; read:
buoys. In August 1999, the channel had a reported control-
ling depth of 7 feet. A small-craft facility is at the head of
the creek and can provide berths, storage, supplies, and a 30-
ton lift; engine repairs can also be made.

(CL 1314/99; NOS 12352)

17/00

Page 239—Paragraph 56, line 11; read:
mark the channels.

The Long Island U.S. Courthouse (40°45'35"N.,
73°11'25"W.), is a prominent feature in East Islip. The
building is rectangular with a cone-shaped entrance and is
constructed of white and gray panels and is 281 feet high;
reported to be visible from 20 miles offshore.

(CL 1931/99; CL 64/2000)

17/00

Page 248—Paragraph 19, line 10; read:

Buoy S (40°26.5'N., 73°55.0'W.) and westward of the merid-
ian ...

(LL/98)

17/00

COAST PILOT 2

30 Ed 1998

Change No. 14

Page 168—Paragraph 64, lines 4 to 5; read:

Charlestown to the northward. In 1994, a reported depth of
about 1½ feet could be taken in the inlet, with depths of
about 3 to 6 ...

(NOS 13215)

17/00

Page 196—Paragraph 283, line 4; read:

fixed highway bridge with a clearance of 60 feet. In 1994, a
replacement vertical lift bridge was under construction with
a design clearance of 13 feet down and 135 feet up immedi-
ately above the bascule bridge. The bridgetender ...

(CL 1346/94)

17/00

Page 240—Paragraph 72, line 3; read:

channel, with a reported depth of 3 feet in August 1999,
leads from ...

(CL 1315/99)

17/00

Page 243—Paragraph 126, lines 1 to 3; read:

The Jones Beach Causeway bridge crosses Sloop Channel
from Jones Beach State Park to Green Island and has a 29-
foot fixed span with a clearance of 14 feet. In October 1999,
a replacement bridge was under construction with a design
clearance of 14 feet. A temporary fixed bridge has been built
close northeast of the existing bridge and has a clearance of
15 feet. The other bridges, which are part of the Jones Beach
Causeway, have the following clearances: 16 feet for the bas-
cule ...

(CL 1616/99)

17/00

Page 244—Paragraph 156, lines 4 to 7; read:

highway bridges has a bascule span with a clearance of 14
feet. (See **117.1 through 117.59** ...

(CL 1479/99)

17/00

Page 259—Paragraph 208, lines 16 to 18; read:

the east side of the bay. In August 1999, the spit of land that
forms Horseshoe Cove was reported visible only at extreme
low water. Shoals extend an additional 200 yards southeast-
ward from the end of the charted spit to about 40°26.7'N.,
73°59.9'W. Mariners are cautioned not to navigate near this
finger of ...

(CL 1704/99)

17/00

Page 272—Paragraph 15, line 6; read:

regardless of the direction in which they are traveling.

A submerged wreck, with 21 feet over it, lies 125 yards
southeastward of Pier 6 in about 40°46'37.8"N.,
74°00'14.5"W. Another submerged wreck lies further
upstream about 1.1 miles from Pier 6 on the west side of the

COAST PILOT 2 (Continued)

river in about 40°47'35.0"N., 73°59'37.0"W., and covered 8 feet. These wrecks are near the approach to the Weehawken-Edgewater Channel (northern part); mariners should exercise caution when transiting the area.
(CL 2008/99) 17/00

Page 274—Paragraph 35, lines 4 to 5; read:
shore with a clearance of 180 feet, and the tops of the towers are about 600 feet above the water.
(CL 1734/99) 17/00

Page 275—Paragraph 48 to Paragraph 49, line 5; read:
Hastings-on-Hudson, Mile 19E, has a prominent water tank at its waterfront. A yacht club, north of the waterfront, is adjoined by a **special anchorage**. (See **110.1 and 110.60** (p), chapter 2, for limits and regulations.) Limited guest berths are available. In 1981, a reported depth of ...
(CL 1685/99; PS 5/99; NOS 12346) 17/00

Page 275—Paragraph 54; read:
Chart 12343.—A foul area extends about 300 yards northward from the outer end of Piermont Pier. A sunken wreck is in this area about 200 yards northward from the end of the pier; caution is advised.
(CL 1685/99; NOS 12346) 17/00

COAST PILOT 5 27 Ed 1997 Change No. 37
LAST NM 13/00

Page 162—Paragraph 111; read:
Manatee County Port Authority Berth No. 8 (27°38'03"N., 82°33'32"W.): 506-foot face; 40 feet alongside; deck height, 8 and 7 feet; 115,000 square feet covered storage; receipt and shipment of general cargo and petroleum products; receipt of cement and asphalt; bunkering vessels at berth; various operators.
(PS 17/96) 17/00

Page 180—Paragraph 80, lines 3 to 5; read:
In July 1999, the controlling depths in the channel and basin were 9 feet.
(CL 1834/99) 17/00

Page 190—Paragraph 287, lines 10 to 11; read:
Escambia River. In October 1999, the controlling depths were 7½ feet (10 feet at midchannel) to the mouth of Escambia River, thence 3½ feet (5 feet at midchannel) to the head of the Federal project.
(CL 2204/99; CL 79/2000) 17/00

Page 194—Paragraph 57, lines 5 to 7; read:
dredged channel with a reported controlling depth of 5½ feet in July 1999. The channel, marked by private lights and daybeacons, leads to a yacht basin at the hotel. Berths, ...
(CL 2239/99) 17/00

Page 195—Paragraph 58, line 4; read:
daybeacons, with a reported controlling depth of 4 feet in July 1999, ...
(CL 2241/99) 17/00

Page 195—Paragraph 58, lines 9 to 10; read:
0.1 mile above the mouth of the creek. In June 1999, the controlling depth was 2½ feet (4½ feet from centerline to right outside channel edge) ...
(CL 2241/99; CL 1267/99) 17/00

Page 199—Paragraph 155, lines 4 to 6; read:
Dauphin Island village. In July 1998, the controlling depths were 7 feet in the S half and 4½ feet in the N half of the entrance channel, thence depths of 6½ to 7 feet were in the basin, decreasing gradually to 2 feet along the S edge.
(CL 1266/99) 17/00

Page 208—Paragraph 326, lines 5 to 7; read:
from the moles. In May 1999, the controlling depth was 7 feet in the entrance channel and 4 to 4½ feet in the anchorage basin in the harbor. A light marks ...
(CL 1631/99) 17/00

Page 276—Paragraph 152; strike out.
(CL 1661/98) 17/00

Page 310—Paragraph 310, lines 2 to 3; read:
at Brazos Santiago Pass and Port Isabel.
(TT/99) 17/00

Page 312—Paragraph 365, lines 4 to 5; read:
provides 42 feet through Laguna Madre Channel and 36 feet through Port Isabel Channel and turning basin. (See Notice to Mariners ...
(NOS 11302) 17/00

Page 320—Paragraph 148, lines 3 to 6; read:
berths with electricity for about 208 boats. A surfaced launching ramp is available. A motel is on the N mole, and a boat club is on the S mole. In 1995, the reported approach channel depth was 4½ feet, thence in 1982, 7 feet was reported in the basin. The entrance to the basin is marked by ...
(CL 1072/95) 17/00

COAST PILOT 7 31 Ed 1997 Change No. 29
LAST NM 13/00

Page 120—Paragraph 2778, line 1; read:
32°41'12.5"N., 117°07'00.6"W. (Point A), for a place of ...
(33 CFR 165.1102) 17/00

Page 122—Paragraph 2837; read:
32°41'34.2"N., 117°13'58.5"W.
(33 CFR 165.1108) 17/00

COAST PILOT 7 (Continued)

Page 185—Paragraph 489, lines 1 to 4; read:

In August 1998, the controlling depth was 31 feet (35 feet at midchannel) in the entrance channel and 32 feet in the basin, thence 33 feet in the E extension and 31 to 33 feet in the N extension, except for lesser depths in the N and NW ends. The ...

(BP 166071)

17/00

Page 228—Paragraph 313, lines 4 to 6; read:

knowledge before transiting the channel. Three bascule bridges, operating simultaneously, with a minimum clearance of 20 feet at the S side of the draw, cross the channel at its E end. The bridgetender for the San Leandro Bay bridges at Alameda monitors VHF-FM channel 16, and works on channel 9; call sign: WHX 870, Bay Farm Island Bridge. (See **117.1 through 117.59 and 117.193**, chapter 2, for ...

(CL 61/2000; CL 437/98)

17/00

Page 235—Paragraph 374, lines 6 to 9; read:

1997, the midchannel controlling depth in the entrance channel was 7 feet to the mouth of the creek; thence in December 1997, the midchannel controlling depth was less than 1 foot from the mouth of the creek to the turning basin about 400 feet below the Grand Avenue Bridge. The controlling depth was 2 feet within the ...

(BPs 164497-99; BP 163553)

17/00

Page 290—Paragraph 74, lines 1 to 3; read:

In October-December 1999, the controlling depth was 8 feet (9 feet at midchannel) from the entrance to the Port of Ilwaco mooring basin. In 1980, depths in ...

(BP 169883; BP 170060)

17/00